

# Santa Fe

CLAIM  
No. \_\_\_\_\_

Station \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_\_\_

Origin \_\_\_\_\_ Destination \_\_\_\_\_

W/B numbers and date \_\_\_\_\_

Consignor \_\_\_\_\_

Consignee \_\_\_\_\_

INITIAL	CAR NUMBER	TRANS-FERRED TO CAR	KIND OF STOCK	NUMBER UNLOADED	NUMBER RELOADED	PEN NUMBER	DEAD ON ARRIVAL	CRIPPLED	DIED IN PENS
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									

TOTALS

Feed Bill No. \_\_\_\_\_

If Hay, No. Bales \_\_\_\_\_

Kind of feed \_\_\_\_\_

Weight \_\_\_\_\_

This form for use of agents at feed and destination stations for furnishing exact copy of form 822-Std. or 822-B Std. when called for by Superintendent or Claim Department.

## STOCK YARD FOREMAN'S RECORD

- (a) This particular train, or cut of cars, commenced unloading at \_\_\_\_\_ M \_\_\_\_\_ 19\_\_\_\_  
(b) Was unloading continuous and uninterrupted? \_\_\_\_\_
- This particular shipment finished unloading \_\_\_\_\_ M. See \_\_\_\_\_
- This particular shipment began reloading \_\_\_\_\_ M. Note \_\_\_\_\_
- (a) Time reloading various other cars, including this shipments finished \_\_\_\_\_ M \_\_\_\_\_ 19\_\_\_\_  
(b) Was reloading continuous and uninterrupted? \_\_\_\_\_
- (a) Explain any delay in unloading \_\_\_\_\_  
(b) or reloading \_\_\_\_\_
- Condition of pens \_\_\_\_\_
- Condition of stock \_\_\_\_\_
- Condition of bedding \_\_\_\_\_
- Was there a caretaker in charge? \_\_\_\_\_
- Did caretaker order special feeding? \_\_\_\_\_ If so, what? \_\_\_\_\_
- What complaint, if any, made by caretaker? \_\_\_\_\_
- (a) Quality of feed and water furnished \_\_\_\_\_  
(b) Were water troughs clean when filled with water? \_\_\_\_\_
- (a) Explain any irregularity in unloading, (b) or reloading, which might cause damage, shortage or delay \_\_\_\_\_
- (a) Name of employe who counted stock from car when unloaded \_\_\_\_\_  
(b) When reloaded \_\_\_\_\_
- Number of animals left in yards \_\_\_\_\_ Reason \_\_\_\_\_
- Disposition of animals left in yards \_\_\_\_\_
- Apparent cause of damage \_\_\_\_\_
- Was there any chance for stock to become mixed while in yards? \_\_\_\_\_

- (a) If any bulls in shipment were they tied on arrival? \_\_\_\_\_  
(b) Departure \_\_\_\_\_
  - (a) If mixed species, were they separated by a strong and sufficient partition on arrival? \_\_\_\_\_ (b) Departure? \_\_\_\_\_
  - Were cars overloaded? \_\_\_\_\_
  - If cattle, did they have horns? \_\_\_\_\_
- GENERAL (STOCK YARDS FOREMAN OR AGENT)**
- If held beyond first connection after legal rest, explain why \_\_\_\_\_
  - If shipment consisted of hogs, was car wet down? \_\_\_\_\_
  - REMARKS (Additional information which might have bearing on claim handling) \_\_\_\_\_

### AGENT'S RECORD

- Arrived train No. \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M  
Conductor \_\_\_\_\_
- Departed train No. \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M  
Conductor \_\_\_\_\_
- Why unloaded? \_\_\_\_\_
- (a) Was shipment released to 36 hours on arrival? \_\_\_\_\_  
(b) Was release executed at your station? \_\_\_\_\_
- Authority for sale, and disposition of amount realized for any over, crippled or dead animals \_\_\_\_\_
- (a) Was there any rough handling or unusual switching in yards before unloading? \_\_\_\_\_ (b) or after reloaded? \_\_\_\_\_
- Weather \_\_\_\_\_ Average temperature \_\_\_\_\_

Foreman of stock yards \_\_\_\_\_

Signature of employe supt vising unloading \_\_\_\_\_

Signature of employe supervising reloading \_\_\_\_\_

Names of other witnesses \_\_\_\_\_

Agent \_\_\_\_\_

NOTE: Answers to questions 2 and 3 determine legal 5 hour rest period in pens, and should not be confused with 28-36 hour law governing confinement in cars.